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Federal Communications Commission
Washington, D.C. 20554

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January 6, 1995

EX PARTE OR LATE FILED

The Honorable Kit Bond
United States Senate
293 Russell Senate Office Building
Washington, D.C. 20510

RECEIVED

JAN 17 1995

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF SECRETARY

Dear Senator Bond;

This letter responds to your correspondence of November 15, 1994, in which you forward concerns from Mr. Paul Anthony Willums regarding the Commission's responsiveness to his letters.

Since we received your letter, Mr. Willums has spoken at length with several individuals in the Commission, whom he stated he had previously attempted to speak with but had been unsuccessful in his efforts. As to his letters to the Commission regarding Advanced Vehicle Monitoring Systems (AVM), the FCC has initiated a rulemaking proceeding on this issue and is currently studying the many comments it has received before promulgating rules on this subject. Our rulemaking procedures dictate that we solicit comments from the public as part of the rulemaking and consider those comments when drafting the final rules. Due to the large number of comments we receive and the transitional stage of the proceeding at that point, we do not reply to the individual comments, although we routinely consider each letter and address their concerns, individually and generally, in the final Report and Order.

Regarding the subject of AVM, the Commission issued a Notice of Proposed Rulemaking (NPRM) on April 9, 1993, in which it proposed changes to the regulatory structure of devices operating in the 902-928 MHz frequency band. Currently, AVM occupies the 904-912 and 918-926 MHz portion of that spectrum, which in its entirety includes use by the Federal Government for Radiolocation, Fixed and Mobile services, Industrial, Scientific and Medical (ISM) devices, Amateur radio signals, and numerous Part 15 users that are unlicensed but eligible to operate in this band. Advantages of expanded use of AVM include support of the Intelligent Vehicle Highway System (IVHS), which proponents claim will provide safety and economic benefits to consumers through services such as automatic toll collection, automobile tracking, and displaying maps of routes around traffic tie-ups.

As a result of the increasing use and investment opportunities for developers of the AVM systems and the increased use of this portion of the spectrum, the Commission's proposal would expand the permissible operation of AVM in the frequency band, expand the uses of AVM, and change its name to Location and Monitoring Services (LMS). We also proposed to allow AVM services to be provided on a private carrier, for-profit basis instead of the current cost-sharing basis. Manufacturers and users of Part 15 and Amateur

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List A B C D E

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The Honorable Kit Bond
page 2

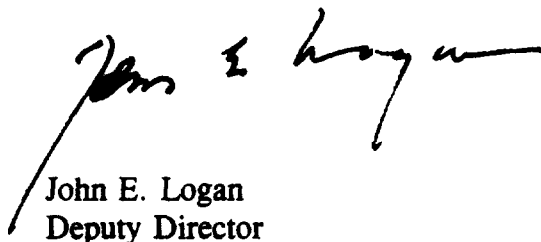
equipment have opposed this expansion of AVM services in the 902-928 MHz, out of concern that the increased congestion in this spectrum would force them, as secondary licensees to AVM services, entirely out of this band.

The rules governing operations of AVM systems were established as interim rules 20 years ago, during which time the use and potential of this spectrum has changed dramatically. The Commission's proceeding therefore endeavors to weigh the interests of the various parties and formulate standards that would best serve the public in the future. Among other decisions, for example, the FCC must confront the level of interference that can be tolerated among and between the various users of this spectrum. Most agree that the Commission should adopt permanent rules to prevent manufacturers of any service from committing greater capital to transitional areas.

The Commission is actively pursuing a solution that accommodates to the greatest extent all parties to the proceeding. In this effort, we have encouraged parties to participate in cross-industry discussions regarding the technical compatibility of the various uses of this spectrum. We have also afforded substantial opportunity for the parties to undertake field testing and submit their findings to the Commission. Meanwhile, the Commission continues to consider letters such as Mr. Willums.

Please be assured that we give every consideration to all letters submitted to the Commission on this and other rulemakings. Mr. Willums comments are appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "John E. Logan", with a long horizontal stroke extending to the right.

John E. Logan
Deputy Director
Office of Legislative
and Intergovernmental Affairs

CHRISTOPHER S. BOND

MISSOURI

COMMITTEES:

APPROPRIATIONS
BANKING, HOUSING AND
URBAN AFFAIRS
SMALL BUSINESS
BUDGET

United States Senate

WASHINGTON, DC 20510-2503

OLA
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5957

November 15, 1994

Ms. Lou Sizemore
Federal Communications Commission
Director, Office of Legislative Affairs
1919 M Street, N.W.
Room 808
Washington, DC 20554

Dear Ms. Sizemore:

Enclosed is a copy of the letter our office has received concerning Mr. Paul Anthony Willums and his concerns relating to difficulties or problems experienced with the Federal Communications Commission.

I would appreciate more information on this matter so that I may properly respond to my constituent. Thank you for your time and assistance with this problem.

Sincerely,



Christopher S. Bond

CSB/rmm
Enclosure

cc: Mr. Paul Anthony Willums

CHRISTOPHER S. BOND

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Sincerely,



Christopher S. Bond

CSB/rmm
Enclosure

cc: Mr. Paul Anthony Willums



OFFICE OF
CONSTITUENT SERVICES

SENATOR CHRISTOPHER S. BOND
MISSOURI

312 MONROE STREET
JEFFERSON CITY, MO 65101
(314) 634-2488

P.A. Willums

5909 E 40th Terrace
Kansas City, MO. 64129
tel: (816) 880-8808
9/10/89 10:01

OFFICE OF
THE SENATOR FROM MISSOURI

atten: The Honorable
Christopher S. Bond U.S.S.

Kansas City - November 7, 1994

Dear Senator Bond:

Through the wonderful assistance that I have received from Sen. Danforth and his Kansas City office assistant, Ms. Cindy Williams, regarding my internationally registered patent, the 40 channel telecommunication auto monitoring security system, featuring satellite transmission and/or the El-A Systems. I am told to refer the matters stated in this letter to you due to Senator Danforth's retirement.

During the 4 months since my return to America from Berlin, Germany I have contacted the following government agencies:

- Federal Aviation Administration
- Federal Communications Commission
- Federal Railroad Administration, who told me that after researching my documents it was sent to Washington by secured mail.
- Department of Defense, who after researching my documents requested that I contact the Air Force Office of Scientific Research; Army Research Office; Information Science and Technology Office; & Naval Research Office.

These offices and agencies, to date, have yet to return my calls or answer any of the several letters I have sent to them. The only way to describe the déjà vu that is taking place is my run around with the German government before they explained the connection with my patent and that of the very publicized systems referred to in the media by the German government. (Germany has proposed my systems to the European Commission to be mandatory on all cars built in Europe, I am currently awaiting an answer.)

Examples. After 1½ months the FRA informs me about my documents transfer to D.C. 1½ weeks later (09/29) the evening news reports that the secretary for transportation called a last minute meeting with the heads of AMTRAK and other rail transportation companies to discuss improving rail transportation safety using new technologies.

The FAA almost 3 months with 3 letters and according to Ms. Barbara Downs in Public Affairs, they don't know who should be responsible for 2 of my letters which I sent to Administrator Hinson however, the FAA has publicized that they are investigating new technologies to improve safety in air travel.

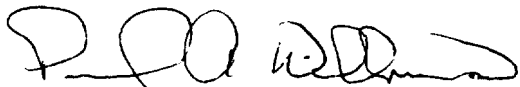
The FCC has not responded in 2 months with 2 letters and 3 phone calls. No one in Commissioner Quello's office has any idea where my letters are, one of which was certified and the mailroom told me that Ms. Sandra Faulk in the commissioner's office received them. She has never returned my calls.

The Armed Forces? God knows when I will hear from them. DoD is reporting it plans for a 6 years research & development project to improve the Tomahawk and Intercep missiles. In my letters to them I did explain my systems capability attached to all military vehicles and weapons. And if Saddam and/or North Korea were required to use something like the El-A Systems we would not be quessing about their missile technology capabilities.

The National Highway Traffic Safety Administration has responded with helpful information and Senator Lieberman from Connecticut has his office in contact with the Federal Trade Commission and they are keeping me informed.

If you have any questions about the contents of this letter or my enclosures please contact me as soon as possible.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Paul Anthony Willums', with a stylized flourish at the end.

Paul Anthony Willums,
Inventor of the El-A Systems

Enclosures:

E 1 - A S Y S T E M S
(S H O R T C L A R I F I C A T I O N)

The El-A Systems are multi-media 40 channel telecommunication auto monitoring security systems, featuring satellite transmission, electrical drainage and pen point electronic auto location finding capabilities.

International research has been conducted to prove theses system's authenticity in the USA, Russia, Europe, Turkey, and the Far East.

Since registration on March 23, 1993 in the German Patent Offices, astonishing discoveries comply the El-A Systems interactive technological improvements working with cars, trucks, motorcycles, airplanes, helicopters, boats, ships, bicycles, and just about every object that moves at variable speeds and distances.

In fact, the German government has proposed these systems to the European Commission's contest, to provide changes in the law securing the European cars from being lost or stolen.



UNITED STATES EMBASSY
U.S. & Foreign Commercial Service

Mr. P.A. Willums
Knesebeckstr. 88
10623 Berlin

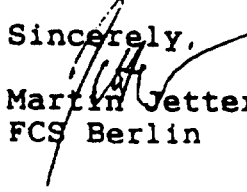
November 19, 1993

Dear Mr. Willums:

As promised I consulted my boss with regards to your problems. The United States and Foreign Commercial Service offers its services to any American company that is conducting the majority of its business in the United States and likes to export its services or products. In order to evaluate whether there is any unfair treatment against American companies FCS Berlin suggests to locate U.S. manufacturers willing to produce the EA-1 system in the US and export it to Germany. In this case FCS will immediately investigate the complaint.

FCS Berlin is not aware of any official complaint by an American car manufacturer confirming the suspicion you expressed regarding the upcoming German car theft laws. ~~This is a serious accusation and evidence should be well founded.~~ However, FCS Berlin will only investigate on trade complaints made from the U.S. Should you personally feel discriminated please contact the American Citizen Services at the American Consulate in Dahlem: Phone 831-4926.

Sincerely,


Martin Jetter
FCS Berlin

DEUTSCHES PATENTAMT

Deutsches Patentamt 80297 München

München, den 13.07.93
Ferndurchwahl: (089) 2195-2240

Aktenzeichen: P 43 10 098.8
Ihr Zeichen: DE703R601
Anmeldernr.: 5042984
WILLUMS

Patentanwälte
Böbel & Röhncke
Hoher Wallgraben 45
10318 Berlin

Bibliographie-Mitteilung

IPC Hk1	B60R 25/00	Akz P 43 10 098.8
IPC Nk1	G08B 25/10	G07C 5/00 G07C 9/00
	G01D 1/18	G01C 22/00 B60R 16/02
	G08B 29/18	
Ant	23.03.93	
Bez	Verfahren und Einrichtung zur Erhöhung der Sicherheit gegen Diebstahl von als Leihwagen dienenden Kraftfahrzeugen	
Anr 5042984	Willums, Paul Anthony, 1000 Berlin, DE	
Vnr 200654	Röhncke, H., Pat.-Anw., 10318 Berlin	
Erf	Erfinder gleich Anmelder	

Die Veröffentlichung der Anmeldung erfolgt voraussichtlich am 29.09.1994.

Die technischen Vorbereitungen gemäß §32 Abs. 4 PatG. sind 8 Wochen vorher abgeschlossen.

Eine Veröffentlichung der Offenlegungsschrift unterbleibt nur dann, wenn früher als 8 Wochen vor dem oben angegebenen Veröffentlichungstag die Anmeldung zurückgenommen oder zurückgewiesen wird oder als zurückgenommen gilt

~~(§32 Abs. 4 PatG.)~~

Hinweis:

() weitere Anforderungen s. Anlage

() keine weiteren Anforderungen

Prüfungsstelle 11.21



TELEFAX

AN Telefax-Nr.: 030 623 4637

Empfänger: Karney-System-Haus
Herrn Williams

Ihre Ansprechpartner im Ministerium

Betreff: Herr Konitzer

Stellvertreter Herr Brettschneider Assist. Dir.
oder FEDERAL
Bezug: Herr Steinmüller TRANSPORTATION
COMMISSION

VON



Dr. Dionys Jobst
Mitglied des Deutschen Bundestages
Vorsitzender des Ausschusses für Verkehr
im Deutschen Bundestag

Datum: 16/12/93

Telefax-Nr.: -
0228

Herzliche Grüße und viel Erfolg
Jeppo Bachfischer

Diese Mitteilung besteht aus 1 Seiten einschließlich Deckblatt

16.03.94

15. 3

Zahlm.-Nr. 10

00/

BUNDESMINISTERIUM FÜR VERKEHR

TELEFAX / FACSIMILE

Geschäftszeichen	StV 13	Telefon (0228) 300-0	Datum
		7531	16.3.94
Lfd. Nr.	Seiten	Postfach 200100	Robert Schuman-Platz 1
	- 4 -	53170 Bonn	53175 Bonn

Empfänger:Fax-Nr.: 030/6234637

Mr. Willoms

Berlin

Sehr geehrter Herr Willoms!

Anbei erhalten Sie per Telefax wie gewünscht die Pressemitteilung des Bundesministers für Verkehr sowie des Innern.

Mit freundlichem Gruß

H. Dornau

Der Bundesminister für Verkehr



Teil mit: ~~VERKEHRSPOLITIK~~

Nr. 63/94

Bonn, den 16. März 1994

Gemeinsame Presseerklärung des Bundesministers für Verkehr, Matthias Wissmann und des Bundesministers des Innern, Manfred Kanther

Auf Einladung des Bundesministers für Verkehr, Matthias Wissmann und des Bundesministers des Innern, Manfred Kanther, haben sich Vertreter des Verbandes der Automobilindustrie, des Verbandes der Importeure von Kraftfahrzeugen, des HUK-Verbandes sowie beider Ministerien am 15. März 1994 zu einem "Runden Tisch" im Bundesministerium für Verkehr getroffen, um Maßnahmen zur Bekämpfung des Diebstahls von Kraftfahrzeugen zu erörtern. Das Gespräch verlief harmonisch und konstruktiv.

Als wesentliche einvernehmliche Ergebnisse des Gesprächs können festgehalten werden:

- Die elektronische Wegfahrsperre mit Eingriff in das Motormanagement wird als das wirksamste technische Mittel angesehen, um den Diebstahl von Kraftfahrzeugen zu verhindern. Die Automobilindustrie sagte zu, spätestens ab dem 1. Januar 1995 elektronische Wegfahrsperren für fast alle Neufahrzeuge anzubieten. Sie geht davon aus, daß bis dahin über den Wettbewerb mehrere Hersteller eine serienmäßige Ausstattung mit elektronischen Wegfahrsperren vornehmen werden. Für einige Hersteller gilt das schon heute. Die Versicherungswirtschaft wird den Wiederbeschaffungswert gestohlener Fahrzeuge nur

- 2 -

für solche Fahrzeuge, die mit einer Wegfahrsperre ausgerüstet sind, in vollem Umfang erstatten. Der Bundesminister für Verkehr setzt sich mit Nachdruck dafür ein, daß die elektronische Wegfahrsperre durch Änderung der einschlägigen

Zusammenfassung — Patent Summary

1. Verfahren und Einrichtung zur Erhöhung der Sicherheit gegen Diebstahl von als Leihwagen dienenden Kraftfahrzeugen
 - 2.1. Zur Überwachung von Kraftfahrzeugen ist es bekannt, in diese zumindest einen Computer sowie eine Wegmeßeinrichtung zu integrieren, so daß in rechnergesteuerten Betriebsleitsystemen die Kraftfahrzeuge zyklisch abgerufen werden können, indem durch ein Funktelegramm Angaben zum zuletzt empfangenen Ortscode und zur seitdem gefahrenen Strecke gemacht werden. Dadurch wird zwar eine Erfassung des Standortes des Kraftfahrzeuges erreicht, jedoch nicht die Sicherheit gegen Diebstahl, insbesondere an Leihwagen, erhöht.
 - 2.2. Daher wird unter Verwendung eines, einer vorbestimmten km-Zahl als Soll-Wert entsprechenden Codes dieser einem Computer (4) zugeführt, der auch die Daten aus einem Vergleich mit dem durch die Wegmeßeinrichtung (5) übermittelten Ist-Wert der jeweils zurückgelegten km-Zahl erhält. Bei Übereinstimmung zwischen Soll- und Ist-Wert erfolgt eine Unterbrechung der Stromversorgung des Kraftfahrzeuges.
 - 2.3. Die Erfindung ist auch bei Motorrädern, sofern sie gemietet werden, zur Anwendung geeignet.
3. Einrichtung s. Fig..



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

SEP 9 1994

Mr. Paul Anthony Willums
5909 E 40th Terrace
Kansas City, MO 64129

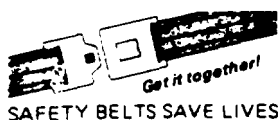
Dear Mr. Willums:

This is in response to your letter of August 2, 1994, to Mr. Barry Felrice, providing the National Highway Traffic Safety Administration (NHTSA) with information on your auto monitoring security system. Your letter indicates that you would like to receive our advice on the direction you should take to promote your patented product. Mr. Felrice has asked that I respond to you directly.

The (NHTSA) frequently receives requests from citizens and commercial businesses asking us to approve or endorse their safety-related products or their ideas for such products. While we appreciate your interest in highway safety, I believe that some background information on how Federal motor vehicle laws and regulations affect your product idea, may be helpful. Our agency is authorized, under the National Traffic and Motor Vehicle Safety Act (Safety Act), to issue safety standards applicable to new motor vehicles and certain items of motor vehicle equipment. The agency, however, does not approve motor vehicles or motor vehicle equipment, nor do we endorse any commercial products or product ideas. Instead, the Safety Act establishes a "self-certification" process under which each manufacturer is responsible for certifying that its products meet all applicable safety standards. The agency periodically tests vehicles and equipment items for compliance with the standards, and also investigates other alleged safety-related defects.

While we do not have any standards that apply directly to your particular product, this agency has promulgated a Theft Prevention Standard which contains performance standards for inscribing or affixing identification numbers onto original equipment major parts and their replacement parts on passenger motor vehicles selected as high-theft lines. It further contains guidelines and procedures for selection of such high-theft lines, and establishes which major parts are to be included in the marking program.

In addition, the Theft Prevention Standard provides that a manufacturer may be exempted from the parts-marking requirements for any line of passenger motor vehicles equipped with an antitheft device which is determined to be as effective in

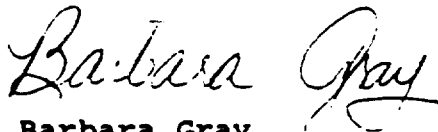


reducing theft as the parts marking would be. It appears that your proposed device might fit into this latter category. However, such items are approved only when they become part of an assembly and function properly when installed as original equipment in a motor vehicle, usually after testing by the manufacturer for suitability and intended purpose. As specified in the Safety Act and the Theft Prevention Standard, it is the responsibility of the motor vehicle manufacturer to certify compliance with the standard.

Accordingly, the best avenue for promoting your idea might be to offer your product directly to the manufacturers.

I hope this information is responsive to your concerns and we thank you for your interest in deterring motor vehicle theft.

Sincerely,

A handwritten signature in cursive script that reads "Barbara Gray". The signature is fluid and elegant, with the first name and last name clearly distinguishable.

Barbara Gray
Chief, Motor Vehicle
Theft Group



OFFICE OF THE ASSISTANT TO THE SECRETARY OF DEFENSE
1400 DEFENSE PENTAGON
WASHINGTON, D C. 20301-1400



PUBLIC AFFAIRS

14 September 1994

Mr. Paul A. Willums
5909 East 40th Terrace
Kansas City, MO 64129

Dear Mr. Willums:

This in response to your letter describing your proposal for the El-A Systems.

We appreciate your interest in our nation's defense. I am enclosing a copy of a Fact Sheet entitled: "Ideas, Inventions, and other Proposals." This fact sheet contains the mailing addresses of the offices within the Department of Defense and the Military Services that are responsible for soliciting and evaluating proposal in areas important to their particular defense mission.

You may also wish to pursue your interest with officials at the U.S. Patent Office. Their mailing address is listed below:

U.S. Patent and Trademark Office
2121 Crystal Drive
Suite 906
Arlington, VA 22202

Thank you for taking the time to write.

Sincerely,

Harold Hellshis
Director for Public Communication

Enclosure:
As stated

JOHN C. DANFORTH
MISSOURI

COMMITTEES
COMMERCE SCIENCE
AND TRANSPORTATION
FINANCE
INTELLIGENCE

United States Senate

WASHINGTON, DC 20510-2502

September 15, 1994

Mr. Paul Anthony Willums
5909 East 40th Terrace
Kansas City, Missouri 64129

Dear Mr. Willums:

Thank you for contacting me concerning a matter which falls within the jurisdiction of the Department of Commerce.

My office has initiated an inquiry on your behalf. I will be in touch with you again as soon as I have been advised.

Sincerely,



John C. Danforth